

Aviation Planning Guidance for Regional Transportation Plans (RTP)

*Prepared by: California Department of Transportation
Division of Aeronautics
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Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 250 airports. Aviation contributes nearly 9% of both total state employment (1.7 million jobs) and total state output (\$110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics which is available at <http://www.dot.ca.gov/aeronautics>. Among other things, aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

Aviation should be addressed in RTPs not only because of the above roles, but it is also required under state and federal law. According to CA Government Code 65080(a), "Each transportation planning agency...shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including...*aviation facilities and services*." Title 23 Part 450, Section 316 of the U.S. Code of Federal Regulations, requires inclusion of access to airports is a factor that "shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products." The California Transportation Commission's (CTC) 1999 RTP Guidelines prescribe the aviation mode however the extent that aviation is addressed in a RTP varies depending on each regional RTPA/MPO's interpretation. The Division of Aeronautics created the following guidelines to help transportation planners address aviation more comprehensively in the upcoming cycle of regional transportation plans and to increase understanding of aviation planning in general.

Prior to developing the aviation portion of the RTP, obtain some aviation background and ideas about transportation problems, needs and issues, by **reviewing pertinent plans**. The following plans should be reviewed for consistency, planned developments, and land use and noise compatibility:

- ❖ *Airport Master Plans*--the long-term airport planning document to support modernization of existing airports and creation of new airports, regardless of size, complexity, or role.
- ❖ *Aviation System Plans*--a composite of plans including: 1) California Aviation System Plan Elements (Policies, Inventory/Forecasts, System Requirements, and Capital Improvement Plan); 2) the aviation element of Regional Transportation Plans (RTPs); 3) Interregional Aviation System Plans; and 4) other aviation-related studies and reports.
- ❖ *Airport Land Use Compatibility Plans*--plans that "provide for the orderly growth of each public airport and area surrounding the airport within the jurisdiction of the commission" and "safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general."
- ❖ *Local, regional and state plans* (including General Plans)
- ❖ *Regional Transportation Plans* of adjoining regions for aviation-related issues, possible conflicts and potential mutual solutions.

Early public involvement is crucial to any good transportation plan. Contact airport managers and Airport Land Use Commissioners (if applicable) and invite these key representatives to participate in RTP planning meetings.

The best way to preserve and improve airports and their associated economic and quality-of-life benefits is to take timely proactive measures. Strong and effective local, regional, and state policies minimize adverse impacts arising from the encroachment of incompatible land uses around airports, adverse noise impacts on communities near airports, and congestion and/or delays related to airport ground access. In addition, these policies help protect people and property both in the air and on the ground. Incompatible land uses around airports often result in public pressure to restrict operations (curfews, aircraft size limits,

etc.), and impose noise, and growth controls. Failure to protect the airport may result in permanent closure, thereby reducing or eliminating its benefits. With this in mind, the **RTP Policy Element** should:

- Discuss applicable policies, goals and objectives in place to enhance the regional aviation system by strengthening support for airports and providing protection from encroachment, noise mitigation issues, ground access, etc. (these can be specific or general regarding land use, ground access, interconnectivity, multi-modalism, etc. that could be applied to the aviation mode). Policies should reflect support for possible growth through anticipated or planned infrastructure improvements. Policies regarding housing and circulation elements of local General Plans, congestion management programs, long range transit plans, significant redevelopment of large areas of the community, development agreements for large projects, airport master plans, Airport Land Use Compatibility Plans, and regional aviation system plans, etc. should all be consistent.
- Discuss and address regional aviation issues and needs.
- Identify and quantify regional needs and objectives in a short (ten-year) and long (twenty-year) term framework.

The **Action Element** identifies programs and actions to implement the RTP:

- Discuss **ground access**, and if the region includes a primary air-carrier airport with annual enplanements over 10,000, an Airport Ground Access Improvement Program per Government Code 65081.1 is required (see Attachment A for a list of current qualifying airports). This program shall address the development and extension of mass transit systems, including passenger rail service, major arterial and highway widening and extension projects and any other ground access improvement projects the planning agency deems appropriate.
- Include discussion of the regional airport system and provide a list of current facility information by airport such as based aircraft, enplanements, operations and cargo as well as future airport system capacity. To assist in determining future growth of airports, Caltrans Division of Aeronautics staff can provide the latest available information on file regarding airport based aircraft, enplanements, operations and cargo as well as future airport system capacity.
- From a local and regional perspective, identify and address issues, needs, and proposed actions for maintaining and/or improving the aviation system. Determine what infrastructure projects will be needed to satisfy future capacity demand at and around the airport. Include a discussion on multimodal needs (like rail and bus connections).
- If applicable, include a discussion on Goods Movement with regard to airports and other gateways as well as the interface issues between highway, air travel, maritime and rail. This discussion should include air cargo growth, forecasts, and expansion of cargo facilities and new technology deployment. (For example: address on and off airport intelligent transportation solutions to access, security, and signage problems, if applicable).

The **Financial Element** summarizes the cost of implementing the RTP based on realistic financial assumptions:

- Match action element projects with funding sources for inclusion in the Aviation Capital Improvement (financial) Plan and other programs.
- Include a short and long-range capital improvement plan, resolving aviation needs and linking projects to objectives.

The Division of Aeronautics has divided staff planning responsibilities by regions as reflected on the attached map (Attachment B). Please feel free to contact the Planner associated with your region for airport information and questions regarding aviation in general or these guidelines.

ATTACHMENT A

PRIMARY COMMERCIAL SERVICE AIRPORTS
With GREATER THAN 10K REPORTED ENPLANEMENTS (2002)

<u>County</u>	<u>Airport</u>	<u>Enplanements</u>
Alameda	<i>Metropolitan Oakland International</i>	6,377,132
Butte	<i>Chico Municipal</i>	18,667
Del Norte	<i>Jack McNamara Field</i>	10,066
Fresno	<i>Fresno-Yosemite International</i>	507,578
Humboldt	<i>Arcata</i>	89,261
Imperial	<i>Imperial County</i>	13,377
Kern	<i>Bakersfield Municipal</i>	96,411
Kern	<i>Inyokern</i>	11,284
Los Angeles	<i>Burbank-Glendale-Pasadena</i>	2,307,463
Los Angeles	<i>Long Beach (Daugherty)</i>	731,279
Los Angeles	<i>Los Angeles International</i>	28,056,607
Monterey	<i>Monterey Peninsula</i>	187,656
Orange	<i>John Wayne Airport, Orange County</i>	3,957,565
Riverside	<i>Palm Springs International</i>	555,381
Sacramento	<i>Sacramento International</i>	4,245,913
San Bernardino	<i>Ontario International</i>	3,260,289
San Clara	<i>San Jose International, Norman Y. Mineta</i>	5,565,034
San Diego	<i>McClellan-Palomar</i>	58,613
San Diego	<i>San Diego International</i>	7,471,644
San Joaquin	<i>Stockton Metropolitan</i>	24,092
San Luis Obispo	<i>San Luis Obispo County</i>	153,150
San Mateo	<i>San Francisco International</i>	15,417,578
Santa Barbara	<i>Santa Barbara Municipal</i>	369,405
Santa Barbara	<i>Santa Maria Public</i>	35,153
Shasta	<i>Redding Municipal</i>	53,671
Stanislaus	<i>Modesto City-County</i>	17,896
Ventura	<i>Oxnard</i>	22,829

CALIFORNIA DEPARTMENT OF TRANSPORTATION

**DIVISION OF
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